

of Grayson, now Lamar and Fortification Streets.

Several years later, in January 1890, the Annual Conference adopted a resolution that granted the Board of Church Extensions permission to use eighteen hundred dollars realized from the sale of land to buy another lot and to build a new church. Augustus M. Trotter, pastor of the church, presented the resolution.

On June 25, 1890, December Sharp sold the land on which the church now stands to the Board of Trustees, headed by William Young. On May 16, 1891, a second deed was acquired for land brought from M.F. Chiles for seventy-five dollars. In 1892, the first building to house Central Methodist Episcopal was completed. The structure was razed in March 1965, and a new edifice was consecrated in June 1966.

Throughout the years, Central has undergone a number of changes. In 1921, the Mississippi Annual Conference appointed the first Bishop of African descent, Robert E. Jones. That year, Central hosted the first Annual Conference over which Bishop Jones presided in the state.

At the result of two mergers, the church has changed names twice. In 1939, church became Central Methodist, in the Central Jurisdiction. In 1968, after the union of the Methodist Church and the Evangelical United Brethren, church became Century of Methodism in Jackson. In 1997, Central acquired the Marion-Jones Branch of the YWCA to use as its Family Life Center. Today it houses Central's Scouting Ministry, Food and Clothing Distribution and Summer Enrichment Programs.

Mr. Speaker, I ask my colleagues to join me in recognizing Central United Methodist Church.

#### PROCLAMATION FOR NATIONAL PREPAREDNESS MONTH

**HON. MICHAEL G. FITZPATRICK**

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

*Thursday, September 12, 2013*

Mr. FITZPATRICK. Mr. Speaker, September is National Preparedness Month, a time when Americans are reminded of the importance of being prepared for disasters and emergencies.

After Hurricanes Irene and Sandy, the damaging flooding of the Delaware, and devastating fires that damaged residential and commercial properties, my constituents are no strangers to disasters. Events like these have shown us that being ready for an emergency is essential; there is no substitute for preparedness.

This year's National Preparedness Month campaign focuses on the theme: You Can Be the Hero.

In coordination with FEMA and the American Red Cross, I urge all citizens to take concrete action toward preparing for emergencies and disasters. It takes a team effort to ensure that we are ready for any disaster.

I encourage individuals, families, organizations, and businesses across America to make an emergency plan, put together an emergency supply kit, and join in local efforts to become a community preparedness partner. Your efforts today may save a life tomorrow.

HONORING ISMAEL "TONY"  
TORRES

**HON. NYDIA M. VELÁZQUEZ**

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

*Thursday, September 12, 2013*

Ms. VELÁZQUEZ. Mr. Speaker, I rise today to honor a model public servant who dedicated his life to the betterment of the Williamsburg community in Brooklyn, New York. Ismael "Tony" Torres was born in Carolinas, Puerto Rico on November 29, 1933, and arrived in New York City in 1946.

Mr. Torres is an extraordinary man who is proud of his heritage and has dedicated his life's work to advancing the cause of equal rights, community empowerment and civil rights for Puerto Ricans in Williamsburg. In 1952, he was arrested for organizing a rally against wage theft for six Puerto Rican factory workers in Brooklyn. This was the beginning of a long and storied activist career.

Mr. Torres served in the U.S. Armed Forces from 1954 to 1956 in the ARMY 7th Steps To Hell, Company A unit. Upon returning home, he continued the fight for justice and fairness and against discrimination.

In 1958 he coordinated the first Puerto Rican parade along Graham Avenue. Thanks to his advocacy and work with the former Councilmember, Graham Avenue today is known as Avenida Puerto Rico.

In the 1970's he founded the Williamsburg Federation of Tenants for Better Housing. Comprised of local residents and leaders. This organization led to the development of two massive affordable housing projects in the 1970's and 80's—Caribe Village and Borinquen Plaza Housing Development. In 1977, he led and won the fight to create one of the oldest senior centers in Williamsburg—the Borinquen Senior Center. In addition, he served as the president of the Tenants Association where he led the fight to improve the quality of life for public housing residents.

Mr. Torres was also very active in the fight for affordable and quality healthcare in Williamsburg and Greenpoint. Along with health advocates, he organized to improve services for the underserved at Greenpoint Hospital. The coalition initiated by Mr. Torres and other Latino leaders led to the closure of that facility and its replacement with an updated, state-of-the-art health center known today as Woodhull Medical Center.

Today, Mr. Torres continues to be a powerful advocate because people trust him. He is a community legend and champion for those who too often lack a voice. Once again, I pay tribute to Mr. Ismael "Tony" Torres, a Puerto Rican trailblazer for his people and a renaissance man who made a positive impact in housing, civil and workers' rights and local politics. Those of us who have the opportunity to observe and experience his example consider ourselves fortunate.

#### TRIBUTE TO THE CORONA ROAD RACE ON ITS 100TH ANNIVERSARY

**HON. KEN CALVERT**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Thursday, September 12, 2013*

Mr. CALVERT. Mr. Speaker, I rise today to honor the 100th anniversary of the Corona

Road Race. On September 14, 2013, the race will celebrate its centennial. The Corona Road Race has a rich and colorful past, which has contributed to the diversity and history of our county and to auto racing at-large.

Designed by civil engineer H. Clay Kellogg, Grand Boulevard, the road set as the centerpiece in the city of Corona, provided the perfect circular shape and venue for the first Corona Road Race. Spanning three miles, the track was set up for a variety of races including the 102 mile "Light Car Race," the 251 mile "Heavy Car Race," and the 301 mile "Free-For-All Race." With the right setting and prizes totaling over \$10,000, racing legends including Earl Cooper, Teddy Tetzlaff, Barney Oldfield, Eddie Rickenbacker, and Bob Burman flocked to Corona for a chance to make history. On September 9, 1913, the first ever Corona Road Race was held, hosting thousands of fans and drivers from throughout the world.

With stiff competition and an impressive lineup, the "Free for All" proved the most exciting race, with \$5,000 up for grabs, and a chance at an additional \$1,000 should the winner break the world record. Amidst cheering fans, Earl Cooper sped to victory and claimed the title as first winner of the Corona Road Race.

Due to the success of the 1913 Road Race, organizers quickly began planning for a second race to take place the following year. Bigger than ever, the Race returned on Thanksgiving Day, November 26, 1914. With new safety measures, an even bigger pot of \$12,000, and a five foot fence, which gave the track its distinguishable look, the Corona Road Race took new form. News and wire services covered the day from start to finish, broadcasting to cities all over the United States, making the race an event for the whole family and nation. Once again hosting the best in international auto racing and loyal fans, the Corona Road Race was met with more success than ever. Crowds roared as Eddie Pullen took his last lap and finished first.

Due to a shift in race season, from fall to spring, the third annual Corona Road Race was delayed until 1916. On the day of the race, April 8, the city of Corona experienced record-breaking heat waves. While twelve cars entered the race, only five completed it. With numerous overheating vehicles and several tire blowouts, disaster was imminent. As racer Bob Burman rounded the 97th lap, his car plunged into onlooking spectators, killing him and two members of his crew. Though a beloved event rich with history, the tragic incident of the 1916 Corona Road Race, lack of financial success, and complaints from neighbors led to the end of the race and a tradition the city of Corona and the nation had grown to love.

Today, a monument indicating the start and finish line of the Road Race remains at the cross of Grand Boulevard and Washburn in Corona, a constant reminder of the glory days of the Corona Road Race. Though tragic events led to its demise, the Corona Road Race was an important element in launching Corona to national recognition, and furthering the sport of auto racing. I am honored to represent Corona and its rich history in the U.S. House of Representatives.